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FRIDAY OCTOBER 13

THE BELT ROAD FROM AND CONE.

The arguments in favor of an eighteen thousand dollar a mile road at Heia, advanced at the meeting of the civic federation yesterday, are good reasons. Without any room for dispute, a good road, well built, will last longer and allow of more economical upkeep than a road less good and not so well built. Without a doubt, the better the road the easier the hauling over it. Possibly the estimates of the city engineer are correct. Mr. Gere is supposed to be a capable man for his position.

BUT

This does not alter the fact that this Island cannot afford to build any five miles of road anywhere on the belt road system at this time to cost eighty thousand dollars now and ten thousand more within two years. This island can not afford to spend three hundred thousand dollars on a belt road. The taxpayers of Oahu have too much to do in the opening of new streets within the city limits for sanitary reasons, the extension of the garbage system, the extension of the fire department, the extension of the public school system, the extension of the police department and other things absolutely necessary within the next two years to add one hundred thousand dollars to the two hundred thousand voted for belt road purposes, which is what Oahu is now being asked to do.

One does not have to be an engineer, or a plantation manager, or a pineapple cultivator, or to know even as much as F. M. Swanzy, to realize that it is not impossible to build a thoroughly satisfactory road through the Heia section of Oahu for less than \$18,000 a mile. An eighteen-thousand-dollar road will probably be better than a ten-thousand-dollar one, but the latter would be quite good enough, and, if properly looked after, a road that would carry all the traffic for many years to come.

It would be quite unfair to say that yesterday's meeting of the civic federation was "packed," but it is quite fair to state that those who will benefit by the large expenditure of public money at Heia were out in full force, while the community generally, which is decidedly opposed to the extravagant ideas of the belt road commissioners, was represented by a very few, whose numbers have no indication of the opposition generally felt both to the coming of the commissioners in hiding their plans from the taxpayers and to the plans themselves for throwing away the taxpayers' money.

There are thirty-four and a half miles of road to be built to complete the belt road. The taxpayers have mortgaged their property for two hundred thousand dollars to build this road. Now, instead of attempting to make this sum go as far as possible, the commissioners propose to build a few stretches of fancy boulevard and call upon the taxpayers for a hundred thousand dollars more to complete their folly. They refuse to let the public know what they are doing and when regularly appointed committees of the civic federation, a representative body, ask for information from the chairman and the secretary of the commission, they are told that there is nothing to say.

In addition to the extravagant folly the commissioners are attempting to perpetrate, their impudent refusal to allow the public to find out anything has disgusted the community, with the few exceptions of those who are either used to being snubbed or show their snobbishness by attempting to snub others.

This is the sort of thing that the Delegate is able to refer to when he attacks the Governor for being "out of touch" with the community. Certainly, when the Governor allows his appointees to tell the public that it is none of its business what is being done in the way of squandering public funds, he is justifying whatever Kukio has to say about his administration. It is time the Governor got wise to this and called Adams and Petrie to account.

The public is tired of it.

RECIPROCITY SETBACK AID FOR TAFT.

The comments of the eastern newspaper and weekly magazine editors on the defeat of the reciprocity agreement by the Canadian voters indicate that the turning down of his pet scheme by our neighbors to the north will help President Taft toward reelection, rather than hurt his chances. They go about it in this wise: The farmers and other Republican opponents of reciprocity will soon forget about their troubles because of the efforts to ratify the pact. They won't vote the Democratic ticket any way. They may not like the idea altogether of giving Taft another four years but as there is little prospect he can do anything more toward Canadian reciprocity it will be preferable from the farmers' viewpoint to have Taft in office than to have a Democrat as President because there is no doubt that the Democratic President would favor a reduction of the duties whether Canada gives a quid pro quo or not.

The city dweller, of course, laments the failure of reciprocity because he hoped it meant a little relief from the high cost of living. But how can he blame President Taft for the failure of the pact?

The jig may not be up altogether, as to the tariff, however. Canada's rejection of the pact enhances the certainty that the Democratic house will enact more tariff legislation this winter. Whether the tariff board gets around to investigate or not it would seem as good as settled that the Democrats this winter must pass a tariff bill putting lumber on the free list and putting on the free list certain agricultural products, so that these may come across from Canada without the payment of duty. Probably the senate will assent, certainly it will as to lumber, and then it will be "up" to the President to veto or sign. All that promises beautiful complications and a lively tariff session from beginning to end. It also means something more of hilarity for the presidential campaign.

It has been said, sometimes, and quite truly, that the proposed change in duties, as provided for in the Canadian pact, would not affect many people materially on this side of the border. There has undoubtedly been altogether too much hullabaloo about those duties and very likely nothing great has been lost in that regard because the Canadians decided that they do not want reciprocity. But the ratification of the pact would have done much toward increasing and augmenting friendly relations. It would have accustomed the Canadians more to doing business with the people on this side of the boundary and this would have cemented the friendly ties between the two peoples in scores of ways.

After such a rebuff it will not be easy to get along with Canada on the same terms of complete amity, and the era of good will between the United States and Canada which has prevailed for some years will cease in some measure.

During that era much has been accomplished toward settling long standing disputes. The Alaskan boundary was one of the first to be adjusted. The Newfoundland Fisheries dispute, while in a slightly different category, should be mentioned in that connection. But there are pending several disputes arising on the water boundaries and numerous other controversies that seemed well on the way to settlement. These negotiations will probably be retarded now for a while, if not halted altogether.

KNOCKED SPEECHLESS.

Not a sound was heard, not a funeral note, following the announcement in The Advertiser yesterday that the condemnation suits brought to secure the needed extension to the Mahuka site had been called off for the time being. The news evidently paralyzed the waiting arms of the press critics of the civic center idea and knocked the wind out of the others. At any rate, not a mention of federal suits appeared in either of the afternoon papers. Verification of The Advertiser's announcement will come in due time from Washington, probably in a communication to the Delegate from the attorney-general.

The Irwin site petition reached Washington three weeks ago and the determination to give the petitioners an opportunity to be further heard has probably brought about the word that called the condemnation suits off. It is also known that the architects are very much opposed to spoiling their best work by leaving the federal building on the site secured, even if extended.

That's a funny kind of rebellion in China where the foreigners are so molested.

HONOLULU AND THE CANAL.

Recent statements made in Honolulu by Sir Archibald Williamson, M.P., head of the British shipping firm of P. & O., Ltd., to the effect that Honolulu is four hundred miles out of the way in a run from Panama to the Orient in comparison to the run via San Francisco, have aroused considerable interest among shipping men as well as among Honolulu generally. Some have taken the trouble to check up on Sir Archibald's figures and they find that he has given Honolulu the worst of it to the extent of a few hundred miles. Instead of Honolulu being out of the way, the run to the Orient by this port is actually less in mileage than by San Francisco, while Honolulu has many other advantages for steamers over the Californian ports.

Captain Macaulay is one who has made careful calculations on the two runs, figuring on the shortest courses to be made over the various circle routes. His figures show that from Panama to Yokohama via Honolulu is two miles less than by San Francisco, while the run to Hongkong is thirty-two miles closer for this port.

From Panama to Honolulu by the shortest ocean route is 4605 miles. From Honolulu to Yokohama by the shortest route is 2405, and to Hongkong is 7661 miles, making the runs from Panama to Yokohama and to Hongkong 8065 and 9268 miles respectively.

From Panama to San Francisco is 3277 miles and from the latter port to the Orient is 4791 miles to Yokohama and 6381 to Hongkong, making the Panama runs via San Francisco respectively 8067 to Yokohama and 9658 to Hongkong.

In point of distance then, this port has a slight advantage as a port of call for Orient-bound vessels from the Canal. We have other decided advantages. The run from Panama to Honolulu is through the open sea; that to San Francisco is along a coast on which there are more shipwrecks in comparison to the number of ships engaged than any other part of the Pacific, unless it be the run from Seattle to Alaskan ports. Honolulu is free from fog, another important matter from the mariner's standpoint, and the climate of this port is better than that of our Coast rival for Panama traffic. This being an island port, there is also less danger of desertion by sailors here than on the mainland.

Another important point in our favor is the fact that the circle route from Panama to Honolulu and from Honolulu to the Orient is through seas in which pleasant weather is the rule. The great circle route from Seattle to the Orient runs far to the north and is in the winter seasons most stormy. Winter after winter we see vessels running for the Hawaiian Islands in distress, after having bucked the gales along the Great Circle. The circle route from San Francisco is south of this, but yet in the latitudes far enough north of the route from this port as to make this the one to be preferred.

Honolulu has much to expect from the opening of the Panama Canal to the traffic of the world, if this port is made attractive to shipping through low port charges and if coal and supplies may be obtained here as cheaply as in San Francisco. As Doctor Marques has pointed out, it may profit the Territory more to cut down or cut out altogether the port charges, giving us a still greater advantage over San Francisco for the Panama-Orient trade.

This trade will be great and there is no reason why Honolulu should not reap a big share of the benefits. All foreign ships trading out of the Atlantic ports will be precluded by the coastwise laws from carrying cargo or passengers to the Western Coast, consequently there will be no object in calling at San Francisco or San Diego except for supplies, which could be purchased in Honolulu, an easier port to make.

The first thing we must do, however, before we begin to figure on Canal profits, is to make this port a thoroughly safe one from a sanitary point of view. Let the port get a reputation as a pest spot and steamers will give us as wide a berth as the Pacific will allow.

ONE FOLLY CONSUMMATED—WHAT NEXT?

The belt road commission has consummated its folly and Oahu is now committed to the expenditure of ninety thousand dollars within the coming two years for five miles of road work at Heia, which will have better and more expensive road facilities than any section of Honolulu. The commissioners who, yesterday, snapped their official fingers in the face of the taxpayers may suppose that this ends it. However, their fancied security may yet be successfully invaded, even though people with country residences along the belt road may be their watchdogs.

The only thing left now for the public to do in the Heia road matter is to see that it gets its ninety thousand dollars' worth of road and to insist that the supervisors maintain it after the luxury is turned over to them. An eighteen-thousand-dollar a mile boulevard will go to pieces as fast as any other priced road unless taken care of.

The next thing the public may ask the commission now is in regard to their handing out architect's work without giving all the city architects a chance to compete. An underground connection exists between the selected architect and the office of the superintendent of public works, which may be the reason why the plans for the Kaimuki school which the Kaimuki improvement club recommended were tossed in the wastepaper basket by Chairman Adams and new ones ordered "on simple, substantial lines," while his reply to the improvement club members in the matter was a polite request for them to mind their own business and an intimation that the commission would do all the thinking necessary in school building matters.

Hereafter, unless the commissioners sneak off into a corner and hold their meetings unannounced, the public will see to it that further shady transactions are not committed. It is true that after enough attention had been called to them, the commissioners came through with some explanation of their Heia road attitude, an explanation that showed them to be a little less foolish than was to be presumed from their secrecy.

NOTHING TO COMPROMISE.

There is no argument to urge in behalf of the proposed Allen site for the federal building that is not applicable to the present Mahuka site. The advocacy of the Irwin site is being made because it will allow the establishment of a civic center. Between the Irwin and the Mahuka site there is no question of a possible compromise. It must be one site or the other. If it can not be where it will complete a civic center, then let the building go up on the ground now owned by the government. The suggestion of third site only complicates matters at this stage of the game and prevents the discussion on their relative merits of the two sites before congress.

PEARL HARBOR WIRELESS TO BE BEST PLANT IN PACIFIC—SITE TO BE PICKED

One of the finest wireless plants in the Pacific will be erected in the near future by experts who will arrive on the naval transport Buffalo in November, accompanied by some of the materials.

Admiral Cowles has not been advised as to where the plant is to be located, but figures that it will be placed at Pearl Harbor and in touch with the administration section of the reservation. Admiral Rees selected a site which adjoins Watertown. Admiral Cowles rather prefers a site

CAVE BURIAL THE STYLE YET IN KONA

HILA, October 9.—Over in Kona, at Kawaia, where the Captain Cook monument is the main object of interest, they are burying their dead in caves as was the method in vogue in the early days. During the typhoid epidemic which is raging in that part of the island several of the patients died without medical assistance, and as no burial permits were obtained in their case, they were placed in the old

burial caves. Chief Sanitary Officer Bowman plans to go to Kawaia in the near future when he will see to it that the corpses are buried in a more conventional manner.

GANZEL TO THE FRONT.

John Ganzel, who has just captured the Eastern League pennant for the third successive time with his Rochester club, has been mentioned as the successor to Jimmy McAleer at Washington. It is a safe proposition that John would rather stay in his present berth than take on more trouble, as he tried to manage the Luckless (they club at one time in his career)—Falland Telegram.

\$20,000 DAMAGE SUIT CONCLUDED

Judge Says Defendants Were Not in Fault—Grimbaum's Estate Valued at \$815,542.

Judge Whitney ruled for the defendants in the case of Oshink Okasaki against the Hawaiian Electric Co., Ltd., yesterday, the plaintiff having claimed \$20,000 for the loss of her father by electrocution on wires owned by the defendant company.

Judge Whitney stated that the evidence had failed to prove that the defendants by not having insulated the wires, were the proximate cause of the death of the girl's father.

A verdict was accordingly given for the defendants.

M. S. GRINBAUM'S ESTATE.

Appraisers John Macaulay, J. P. Eckardt, and M. T. Simonton, yesterday submitted their inventory of the late M. S. Grinbaum's real and personal property. This showed that the total amount was set at \$815,542, comprising a lot and a building at the corner of Queen and Kahuamann streets, valued at \$65,000, a lot and a warehouse on Mission street worth \$5,000 and lands in Hana, Maui, worth about \$8,000. The personal property consists of 1,000 shares of the capital stock of Ewa Plantation, worth \$27,000 and 50,753 shares of the capital stock of the Kaeleka Sugar Co., Ltd., worth \$710,542. The real estate is valued at \$78,000 and the personal property at \$737,542.

Appeal to Supreme Court.

The appeal on exceptions in the case of Kani and Kahuamann vs. See Kang, also known as Yan Lee, was placed on the calendar of the supreme court yesterday.

Ejectment Suit Discontinued.

Yesterday William O. Smith, Samuel M. Damon, E. Faxon Bishop, Albert F. Judd and Alfred W. Carter, trustees of the estate of the late Bernice Pauahi Bishop, filed a discontinuance in their ejectment suit against Neme Mahu, et al.

LILUOKALANI TRUST DEED IS MADE BROADER

Yesterday S. M. Damon, W. O. Smith and Curtis P. Laukea, trustees of the estate of ex-Queen Liliuokalani, filed a lengthy document in the bureau of conveyances, containing amendments to the original document for the distribution of her property. Under the new provisions all destitute children, irrespective of whether they are orphans or not, may be cared for by the trustees.

Mrs. Lee having died, it became necessary to substitute another name for names in her stead, so that the house that she occupied at Nuuanu will go to George Nupahuelua and his son George Kahilani, jointly during their lives, with reversion to the trustees.

Some vague descriptions of the original trust deed have been remedied by fuller information being supplied concerning the property referred to, and Mrs. Muhai and her sister Lucy Aki will get a piece of land at the corner of Liliuokalani and Kaneloa streets, Waiiki, in addition to a sum of money bequeathed to them under the previous deed.

A change, too, is to be made in the method of repaying, for in future, the trustees are directed to report, beginning on December 31st next, to the court and the grantor during her lifetime, showing their administration of her affairs. Previously they reported to the grantor.

The park committee of the civic federation will get the piece of land that they are seeking for the purposes of a public park at Waikeahua, Nuuanu Valley, provided that they move the house on the land to the place indicated at no cost to the grantor or the trustees, and have the premises placed in a tenable condition. On their failure to use the land sought as a public park, then it shall revert to the trustees.

MARINE OFFICER'S BRIDE ARRIVED ON MAKURA

Miss Sue Gundlach of Spokane, Washington, arrived on the Makura Wednesday and was met at the wharf by her fiancé, Lieut. Gerald Johnson, United States Marine Corps, to whom she was wedded an hour later by Rev. Canon Ishorne of St. Clement's church. The bride who is a pretty debutante, was greeted not only by Lieutenant Johnson, but by a number of officers and ladies of the marine corps and navy and she was given a cordial aloha and welcome to Hawaii. Among those who met her at the wharf were Lieutenant and Mrs. Kingsbury, Major and Mrs. Neville, and Paymaster and Mrs. Baynes. The couple met while the officer was at the academy and while Miss Gundlach was residing in Washington, D. C.

ATTRACT SHIPS BY LOW DUES

Consul for France Suggests a Way Whereby Honolulu Would Be Benefited.

Dr. A. Marques, consul for France, is of the opinion that unless the port charges now imposed upon shipping at Honolulu are materially reduced, many steamers and sailing vessels which might otherwise take advantage of opportunities for calling here, will go to a Pacific Coast port.

The doctor goes so far as to recommend to the board of harbor commissioners that the port charges be reduced to a minimum or altogether abolished, arguing that if the Territory lost in port dues and there was an actual deficit, the country would be richer for the money spent by the increased shipping making use of the port. In a letter to the board Doctor Marques says:

"Moved by the interest that I bear to this country of my residence, I take the liberty of respectfully calling your attention to the enclosed cutting from one of the local papers. In my official capacity, I have been able to fully ascertain the feeling of French shipmasters in respect to Honolulu and I therefore fully endorse what the said article asserts, in respect to the bad reputation our harbor 'enjoys' with foreign ship owners, viz, that of being—'together with San Francisco—the most expensive port of call in the world. If this bad reputation is allowed to endure, I fully concur in the opinion expressed, that all foreign ships—from or to Panama—will avoid coming here, unless absolutely obliged to do so."

"This is such a serious prospect, that I think with some of the business men, in order to attract foreign traffic here, all rates should be reduced to a minimum, if not abolished altogether, even if thereby, the management of the harbor proved a deficit to the territorial finances. It would certainly be preferable to stand that loss in order to gain the money which ships always leave in the local commerce."

Consul Marques' recommendations will be discussed at a later meeting in the committee of the whole.

TOURIST SEASON TO BE A BIG ONE

H. P. Wood Finds Coast-Looking This Way for Winter Playground.

Honolulu will be fairly overrun with tourists this winter, according to the information gathered on the Coast by Secretary Wood of the promotion committee. He was gratified to have so many people for Honolulu on the Makura. General Passenger Agent Kerrell of the Pacific Mail line at San Francisco told him that they have full bookings for November and December, while the Lurline and the Wilhelmina of the Matson line will be full on each trip, and the Oceanic boat will be likewise well filled.

The agent of the Oceanic line at Los Angeles told him that the Honolulu business was looking up all the time. Five years ago the business amounted to about \$500 a month at best. Now it is about \$5000.

The Canadian-Australian people at Victoria and Vancouver expect more business to Hawaii than ever before. One reason for the prospects of a larger business is credited to the fact that with the present agreement with the Matson line to change tickets here so that passengers from the north may take Matson boats back to the Coast via San Francisco, has helped them out, leaving more room for their through passengers from Australia.

"Business for Hawaii" is now the slogan of the U.S.A. line and the company has instructed its agents to keep Hawaii before tourists and coral all the time possible. In this way, this is a material in the distribution of folders relating to Hawaiian attractions. They look forward to the time when they will have a new boat on the run, a boat considerably larger than the big Makura. "It will be about twice the length of the Makura," says Mr. Wood. "In fact their business is growing faster than they are prepared to handle."

The Honolulu, which is sailing from Seattle direct for Honolulu on October 21, is certain to have a full list of passengers. The Seattle chamber of commerce is backing this project insofar as getting a full shipload of passengers is concerned. While the chamber of commerce is not making the trip of itself, some members may be among the passengers. In this way, this is a Seattle excursion, hastily planned and carried out because a large steamer with excellent passenger accommodations was offered them. The Seattle people hope to have such a boat on a permanent run between Seattle and Honolulu.

Tenders are to be called for ropes for the force main from Puna to Kaimuki. The work of digging the trenches will be pushed ahead and Superintendent of Public Works Campbell thinks that everything will be ready for the recreation of the pipes when they are on hand, within the next two or three months.